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THE NEWS IN LONDON. NARIOUS COMMENTS ON THE SAMOAM QUESTION.

GERMAN FEELING TOWARD MR. BATES-THE BIRMINGHAM QUARREL GROWING MORE PITTER-A CORRECTION FROM LORD ROSEBERY-TWO PRIMROSE DAYS-THE THEATRES.

[BY CABLE TO THE TRIBUKE.]
Copyright; 1889: By The New-York Tribune. London, April 20 .- " We wonder," observes The Spectator," in a long article on American diplomacy, "if the American people are at all sware of the extent of the influence which they lose through the carelessness exhibited at Washington for the courteous usages of diplomacy." Then follows a discussion of the Samoan question from this point of view. It is no one Secretary of State who is censured. It is the habitual tone of the Department to which our friendly censor takes exception. "The English public," he remarks, " is accustomed to Irish difficulties, and, therefore, understood the Sackville affair; but in spite of its good-humored sense, the occurrence left a sting behind it which, but for that American cheer as the Calliope steamed out of Apia, might for some time have poisoned the relations of the two peoples." Mr. Bates's appointment has, he thinks, given offence; Mr. Bates having said such drendful things that to select him for a Commissioner would in any other Government be a wilful affront. This writer does not explain to his readers that his knowledge of Mr. Bates's writings comes at second-hand from a bitter partiean, striking through Mr. Bates at Mr. Blaine, and careless what harm he does to his country abroad. Prince Bismarck," continues the Englishman, " having resolved not to quarrel with Washington, only grins sardonically through "The Cologne Gazette': but the incident will not make him more obliging; and if by any accident he should get a fair chance, Mr. Blaine will discover some be day, when German votes are as important as Irish, that in politics as in social life, discourtesy seldom pays." This lecture on politeness is not in itself very important, but it may help to explain what is passing at Berlin. The last few days have brought some evidence that Mr. Bates's appointment is really disliked. If disliked, it is not be cause Mr. Bates takes a strong American view, but because of what he has said, or is supposed to have said, in print against Germany, There never was any thought of refusing to receive him.

Prince Bismarck's real answer to Mr. Blaine is to be found, not in any newspaper, but in the White Book. He deliberately selects this as the moment in which to publish, his own dispatches on Samon. Those dispatches contain one of the strongest censures ever passed on his own agent. He has repudiated every offensive act and declaration of the German Consul, Herr Knappe. He has offered in advance of the Conference the most practical of all forms of reparation. He has shown the world that he does not mean to quarrel with the United States about Samon. I know from the best possible source that no avoidable difficulties be raised at the Conference. Indeed, Prince Bismarck's disavowal of the consular acts, of which we justly complained, is so complete that little will be left for the Conference except to ad-

Nothing would have been said on the subject, di-

rectly or indirectly, but for the mischievous tattle

cabled from New-York to London. Nor have Mr.

Godkin's efforts had any other result than to

create a certain amount of ill-feeling between two

Land Resolvery's answer to Lord Hartington is simple but curious. All Lord Hartington's comments, and all the criticisms and queries of the last few days, are due to the error of a single vowel. Lord Rosebery was reported in all the papers as saying: "Home Rule is distinct from the national and historical argument, and is simply a matter of devolution." What he did say was: "Home Rule, as distinct from the national and historical argument, is simply a matter of devolution." I quote the correction in full, because it whole library of conjectures respecting 8 new departure by Lord Rosebery, Mr. Gladstone and the Liberal party generally.

Mr. Chamberlain has written a long letter in reply to the charges against him in connection with the Birmingham election. He alleges, but does not prove, that no binding compact existed between the Liberal-Unionists and the Tories to accept Lord Randolph Churchill for a candidate. He has against him the positive statement of Sir Joseph Sawyer, of Mr. Rowlands, and of other local Tory leaders. For him appears only Mr. Powell Williams, who devils for Mr. Chamberlain in politics. Lord Randolph himself has been telegraphed to-he has been fishing in Scotland-and replies that the allegation that he would not accept an invitation to stand is absolutely inaccurate, and that Mr. Rowlands's statement is quite true. So Mr. Chamberlain will have to write another letter. He and his friends, by way of pouring oil on the troubled waters of Birmingham, have passed a resolution that the recent victory is mainly due that they polled four out of the five thousand votes given to Mr. Bright, received this in a temper which you can imagine.

Thus it becomes more and more probable that this quarrel may spread far beyond Birmingham, and may result in an open collision between Mr. Chamberlain and the Tories. The Liberals accordingly look on with a smile which threatens to become a grin. For these and other good reasons the Liberals are spending their Easter holidays in a contented spirit. Mr. Gladstone went to church at Hawarden yesterday, thousands of pilgrims looking on and touching hats as he passed. thousands of pilgrims appear to have made long

journeys for that very purpose. Mr. Parnell gets a tribute even more significant from Edinburgh, where after strong opposition a majority of the Council votes in favor of offering him the freedom of the city. The vote is not de cisive, but is supposed to show whither Scottish

The last skirmishes in Parliament, too, left som advantage with the Liberols. The distress in Donegal proves to be a good card, and the batteringram of Letterkenny perhaps a better, for it turned the laugh against the Tories, who even in Ireland sre deficient in humor. The McFadden case, though probably less solemn than Mr. Gladstone's selemn letter would imply, is one of those which oo much zeal among officials has injured. Should Father McFadden be acquitted, as he probably will be, of the charge of inciting to murder Police Inspector Martin, his treatment under arrest will furnish one more subject for angry debate in the

There have been two Primrose Days, instead of That is the net result of trying to substitute dy Thursday for Good Friday. The Queen elf set the example to her subjects, for it was Good Friday that she sent two wreaths to be ed on Lord Beaconsileld's grave at Hughenden. he has found, or been taught, no language of Rewers. The wreath of primroses was inscribed,
"A mark of grateful remembrance, from Victoris, R. I." On the wreath of immortelles ap-"affectionate" instead of "grateful." His state in London, garlanded with primroses, con-inued all yesterday to be the rallying point for lattiful Torics, and primroses were worn in the directs as much so the day before, and even in

manner. Berlin received him like an Ambassador. managers, who used to grumble when obliged to suspend playing a single night, now follow, many of them, Mr. Irving's example in closing during all, or nearly all, Passion Week.

The theatres which are open are none too well filled, two or three excepted. Mr. and Mrs. Kendal still attract the public to see Mr. Pinero's bad play well acted. Miss Agnes Huntington in "Paul Jones" is as much the fashion as ever; another case where good acting and singing reconcile the public to a rather thin and empty piece. The hundredth night occurs next week. Mr. Leslie, under whose management " Dorothy" ran all but a thousand times, reopens the Lyrio Theatre to-night with a new so-called comedy-opera, "Doris," by Messrs. Stephenson and Cellier. Miss Marie Tempest's reappearance is still deferred. The Gaiety still keeps Faust Up to Date" on the boards, thanks chiefly to Miss Florence St. John's singing. Mr. Wilson Barrets announces his last three weeks in London prior to another American tour. Mr. Mansfield's Richard the Third" may still be seen at the Globe. The real "Little Lord Fauntleroy," under Mrs. Kendal's direction, with that wonderful child act-ress, Vera Beringer; fills the Opera Comique nightly instead of, as heretofore, afternoons. The French plays have come to an end, after a long and unprosperous season, some of the best artists of the Theatre Francais playing to half-empty benches.

Mr. Gilbert's new theatre, the Garrick; opens on Wednesday next under Mr. John Hare's management, with a new and ambitious piece by Mr. Pinero, "The Profligate." This will be the event of the holidays. Mr. Irving, however, has the greatest novelty of all in store for himself. He plays with Miss Ellen Terry before the Queen at Sandringham on Thursday next, giving "The Bells" and the Trial Scene from "The Merchant of Venice." 'The Queen is that week the guest of the Prince and Princess of Wales. Nothing is more rare of late years than her presence at any dramatic performance, unless of amateurs in her own household.

The London papers have had long accounts of Mme. Sarah Bernhardt's reappearance in Paris as Lena Despard in a French version of Mr. Phillips's " As in a Looking Glass." Mme. Sarah's success was of the most brilliant kind! though French critics do not greatly admire the piece. English critics talk of comparisons between Mme. Sarah and Mrs. Bernard Beere, who played the part in London. They forget that Mrs. Beere's reputation dates from the time when she went to Paris and sat for weeks in the Vaudeville stalls to copy Mme. Sarah's Fedora.

The Haymarket offers nightly the striking spectacle of Mr. Beerbohm Tree playing each evening Falstaff and the starving poet Gringoire, two types as unlike morally as physically. Mr. Henry Arthur Jones's new play, "Wealth," will be produced at this theatre on Saturday next, and a new burlesque also at the Avenue on Monday. Never were holiday novelties more

BOULANGER GOING TO ENGLAND. HE LEAVES BELGIUM BECAUSE OF A WARNING FROM THE GOVERNMENT.

Brussels, April 20 .- M. Boure, the French Ambassador, yesterday informed Prince de Chemay, Minister of Foreign Affairs, that the meeting of the Boulanger Committee in Brussels impressed the Paris Government unfavorably. The Cabinet thereupon sent an officer to the hotel at which General Boulanger is stopping to warn the General that he must leave Belgium of his own secord or the Government would expel him.

After consulting with M. Rochefort, General Boulanger consented to leave Belgium. The other Boulangest leaders in Brussels will accompany him. He will start for London on Wednesday Paris, April 20.—At the dinner given at St. Denis by Boulanglais this evening. Schater Naquet read a letter from Boulanger.

PASSING A BOAT FROM THE DANMARK.

BEN EMPTY IN MID-OCEAN ON APRIL 11-BELIEF THAT ITS OCCUPANTS WERE SAVED.

London, April 20 .- Captain Blacklen, of the British steamer Minnesota, at Tilbury on the Thames, from Baltimore, reports that on April 11, in latitude 45 degrees 18 minutes north, longitude 37 degrees 50 minutes west he passed a lifeboat painted white with the words "Danmark, Copenhagen," in black letters on the stern. The sea was rough at the time. In the boat were one ear, three rowlocks in position for use, and one boathook. A tarpaulin laid along the bottom of the boat, which was half full of water. The painter was coiled in the head-sheets. Pieces of cigar boxes were also seen in the boat. There was every appearance that the people who had been aboard had been taken off.

Queenstown, April 20.—A number of ocean

vessels have arrived at this port within the past few days. They report that they have seen noth-ing of the Danmark or her passengers.

The North German Lloyd steamship Saale, arrived yesterday brought news that on April 15, in latitude 46:50, west the City of Berlin was seen stopped and lifting a lifeboat out of the water. This position was about ninery two miles north of the stopped and lifting a lifeboat out of the water. This position was about ninety-two miles north of the position where the Minnesota saw the other lifeboat; but it is doubted that it was the same boat, because to get there it would have been driven directly across the Guif Stream. The impression is stronger now that the passengers and crew of the Danmark are safe, and that they are on some sailing vessel trying to reach the nearest port.

FALSE RUMOR THAT THE PEOPLE WERE SAFE. Baltimore, April 20.-It was reported that the steamship Oranmore had picked up the passengers and crew of the wrecked steamship Danmark, bu the rumor proves to be unfounded. The Orangore is aground off North Point, in the Patapaco River, but will float at high water.

FRARS FOR THE MISSOURPS SAFETY. Philadelphia, April 20 (Special).-There was great anxiety in shipping circles here to-day over the consinued non-arrival of the new steamship Flissouri, Captain Morrell, which salled from London on March 26 for Philadelphia, with a large cargo and a crew of forty-five men. The Missouri is consigned to Peter Wright & Sons. The average time for the vessels of this line, which is known as the Atlantic Transport Line, is fifteen or sixteen days.

Zanzibar, April 20.—Dr. Peters, who has arrived here, reports that the people of the Somali ports refused to give the steamer on which he travelled any cargo, and informed him by letter that if he landed he would be killed.

Paris, April 20.—The French diplomatic agents abroad have been instructed by the Government to give a national character to the celebration of May give a national character.

5, in commemoration of the opening of the States
General in 1789. They are, therefore, instructed to call meetings of the French residents at the places at which they are stationed, for a proper observance of the day. The circular to the agents states that the day does not belong to a party, but to the nation, and should be observed as an anniversary of union and concord.

A statue of Gambetta will be unveiled on that day
in Salgon. Tonguite

A LEAGUE MEETING PROCLAIMED. Dublin, April 20.—The Government has issued a proclamation forbidding the holding of a National League meeting which had been announced to take place at Pilitown, County Kilkenny, to-morrow. Messrs. Davitt and Clancy were to have addressed the meeting.

A SON TO CROWN PRINCESS VICTORIA. Stockholm, April 20.—Princess Victoria, the Crown Princess of Sweden, has given birth to another son. This makes three children, all sons, bern to Crown THE EXTRADITION BILL DEBATED AT OTTAWA

THE EXTRADITION BILL DEBATED AT OTTAWA.

Ottawa, April 20.—In the Commons to-day, on Sir
John Thompson poving to transfer Mr. Weldon's
bill to extend the Extradition act to Government orders, Mr. Laurier suggested that as the details of
the measure would oreate considerable discussion,
it be not pressed at this late stage of the sousion,
sir John MacJonald said there was great moral impatience on the part of the people of Canada to put an
end to the influx of rescality from the United States.

Continuing: he mointed sufficient lettle England and

Canada were anxious to enlarge the list of extraditabis offences, and said that whatever delay had been in this direction was due to the action of the Ameri-can authorities. After some further discussion, the motion was passed.

NAVIGATION ON THE ST. LAWRENCE. Quebec, April 20.—Navigation on the St. Lawrence River will open on Monday next, a fortnight earlier than last year.

THE PANAMA CANAL COMPANY. Paris, April 20 .- " Le Paris" says that the liquidator of the Panama Canal Company has sent an agent to London to contract a toan for the benefit of the com-

RAILROAD INTERESTS.

MR. VILLARD SPEAKS SEMI-OFFICIALLY.

HE THINKS THAT THE LEASE RIGHTS OF THE OREGON COMPANIES CAN BE FULLY. MAINTAINED.

One of the Wall Street news agencies was use resterday to give a semi-official declaration of the attitude of the Northern Pacific Railroad Company with regard to the situation of the Oregon Railway and Navigation lease of the Oregon Short Line; statement in The Tribune on Friday is confirmed. It was that if Henry Villard, president of the Orego Transcontinental Company, had been able to attend the meeting of the Northern Pacific directors Thursday he would himself have offered the motion suggested by another director, but withdrawn because of Mr. Villard's absence, cancelling the resolution previously passed looking to a joint sharing with the Union Pacific Railroad of the burdens and benefits of the Oregon Short Line's lease. The following state ment is added as Mr. Villard's position in the cor troversy, and would seem to indicate a consolidation interests of the Oregon companies in resisting the Union Pacific's efforts to break the Short Line

entirely different arrangements, including the called arbitration contract last agreed on, have since been considered by the executive officers of the two companies. But Mr. Villard has had nothing whatever to do with the negotiations relative to them, as he found it difficult to persuade linself in the light of his own past experience that the Union Pacific was really in carnest. In view of all that has happened, and especially of the intimation received at Thursday's meeting from the Union Pacific executive that his company will seek a modification of the beams of the original lease, Mr. Villard is decidedly of the opinion that the Northern Pacific Board had better not waste any more time at all upon the subject at process.

The whole matter now rests solely between the Union Pacific and the Oregon Railway and Navigation Company. The latter corporation, with the aid of the Oregon and Transcentinental Cumpany, as a holder of a full majority of Oregon Railway and Navigation stock, will be fully able to maintain all its rights under the lease. Of course there has been some uncestness among Oregon Railway and Navigation and Oregon and Transcentinental stockholders, but in Mr. Villard's opinion they can afford to await future ranscontinental stockholders, but on they can afford to await with complacency, and even wit Oregon and Transcontinental socialists, as an afford to await futur developments with complacency, and even with confidence. Those who feel a little apprehensive ca comfort themselves by reading what the president of the Union Pacific says on page 9 of his annual report for 1887, of the value of the lease to his company.

TO DISCUSS THE O. R. AND N. LEASE. Philadelphia, April 20 (Special).-A prominent railroad man here says authoritatively that the Northern Pacific directors will hold another meeting next Thursday, to consider the relations of that company with the Union Pacific and the Oregon Railway and Navigation Company; and that action will then be taken that will change the position of the Northern Pacific Company on the lease question. The board ce appointed a committee to perfect the details of a joint lease with the Union Pacific, but the committee has never done anything, although its afractions have not been revoked. A motion to discharge the committee would have been made at the meeting on Thursday, but for the absence of Mr. Villard. At the next meeting such a motion will probably be carried. The letter of President Adams, of the Union Pacific, regarding the decreased Adams, of the Oregon Kavigation property, has con-vinced the Northern Pacific directors that a joint lease at 6 per cent would be unjustifiable under the circumstances. Some of the directors think that 5 per cent is all that should be paid, or 1 1-2 per cent

STEALING THE DULUTH LAND GRANT BILL. St. Paul, Minn., April 20 (Special).-- A great sensa tion has been created at the Capitol by the mysterious disappearance of the bill waiving the forfeiture of the Duluth and Winnipeg Railroad land grant, which has been the means of stirring up more bad blood in the Legislature this season than any measure that of the House Committee on Public Lands, to whom the bill was delivered by Assistant Clerk French, says that he placed the bill in his deak about the time of adjournment on Thursday afternoon and locked the desk. With it was placed a mass of manuscript of the evidence taken by the committee investigating the Mandtoba road, of which Mr. Crossfield is a member. When Mr. Crossfield opened his desk this morning he says that he found that the bill and the evidence had disappeared. Later in the day he says he dis-covered that the manuscript had been shoved into the back part of the desk, but the bill was not to be the back part of the desk, but the bill was not to be found. The Constitution of the State provides that no bills shall be passed on the day of final adjournment of both Houses. This day is Tuesday. The bill cannot be passed by the present Legislature without a suspension of the rules on Monday, if it is reported bock on that day. Thus, to pass the bill on that say, its friends must muster up two-thirds of the whole House, or sixty-nine votes in order to suspend the rules. Many members who have voted with the Duluth and Winnipeg people all along, now say, if it appears that there is any trickery going on about this bill they will vote for it, if it ever turns up. It has already passed the Senate.

COL LAMONT AND EX-SENATOR PLATT CHOSEN Nashville, Tenn., April 20.—Colonel Lamont and ex-Senator Thomas C. Platt, of New-York, have been elected directors in the Tennessee Coal and Railroad Company.

Philadelphia, April 20 (Special).—The report was confirmed at the Reading Railroad office to-day that a large amount of money was to be expended at once en improvements, among the most noteworthy of which will be the operations upon the Allentown ter

The engineers of the company began to-day constructing a short line from Rupert to Bloomsburg, on the north branch of the Susquehanna River, to form a link to the Bloomsburg and Sullivan Railroad. The latter has a large lumber and coal traffic, from which the Reading will derive benefit. In the line which the Reading will derive benefit. In the line of new construction the most important scheme on hand is the terminal road for this city. Within the last few rionths important purchases of real estate have been made in the neighborhood of Broad and Huntingdon sits. Tracis are rapidly being laid on this property, which will all be utilized for car storage. A number of new passenger stations will be built this year along the company's lines.

St. Louis, April 20.—Colonel W. H. Blodgett, general spilitors of the Wahnel, Western, Pallyman, Montant, and contains the company's lines.

eral solicitor of the Wabash Western Railway, referring to the reported programme of the minority bondholders to purchase the Wabash on the day it is to be sold in Chicago on May 13, says the "upset" bond sold in Chicago on May 13, says the "upset" bond-holders represent about \$14,000,000 in first and second mortgage bonds, and at the proper time will, if they intend to purchase, have bid that amount for the road. The minority holders shall pay that much. They represent only about \$4,000,000 of bonds, and have no serious intention of making the purchase or hidding that amount. It is simply a precautionary move to see that a sale is made at \$14,000,000.

Springfield, Ill., April 20 (Special).—Articles of incorporation were to-day recorded in the office of the Secretary of State of the Sparta and St. Genevieve Rall-

way Company. The principal office is to be established and maintained at Sparta, Ill. The line of railroad to be constructed is from a point on the main line of the Contrains and Chester Railroad west of Sparta to a point on the Mississippi River opposite St. Genevieve, Mo. The capital stock of the company is \$80,000. pany is \$60,000.

Columbus, Ohio, April 20 (Special).—A certificate of incorporation was filed with the Secretary of State to-day by the Sandusky, Lake Eric and Southern Short Line Railway Company. The headquarters of the company are at Sandusky, Ohio, and the capital stock to second 200. The incorporators are John March 1998. company are at Sangusky, Onlo, and the capital stock is \$2,000,000. The incorporators are John McKelvie, Henry C. Huntington, David Kuntz and Edmund Zurholst, of Ohio, and John Jay McKelvie, of New-York. It is understood to be intended as an outlet to the Great Lakes for the Chesapeake and Ohio sys-

AN ARKANSAS ELECTION JUDGE PINED. Little Rock, Ark., April 20 (Special).—The jury in case of the three Plummerville election judges were charged with refusing to permit two regularly appointed judges to hold the election at that SELFISH BOOMERS BEATEN.

CUTTING A FERRY ROPE TO KEEP BACK THEIR RIVALS.

CAPTAIN HAYS AND HIS TROOPERS FIT UP A EAILROAD BRIDGE FOR WAGONS - NO TIME LOST-ANOTHER SWOLLEN

[BY TELEGRAPH TO THE TRIBUNE,]

In Camp, Salt Fork of the Arkansas River, April 19.-Late at night on Thursday the Northern comers struck the Salt Fork of the Arkansas River. As ordinary times an easily fordable stream, they found it so high that night as to make crossing dangerous. Nothing daunted, however, a Winfield " outfit," including a small ferryboat, manned a rope on the opposite side of the river, and soon had a ferry in working order. By the light of torches and lanterns, wagons were unloaded, taken apart and placed in sections upon the small boat. Horses and mules were made to swim across. There were a number of hairbreadth scapes, the swift current of the river carrying in more than one instance horse and rider half a mile below the landing place. At one time it looked as if the ferry would be swamped with a load of women and children. Cries of suspense from the shore and shrieks from the boat filled the air. By a superhuman effort of the boatmen the frail craft was righted and safely landed on the southern shore. At 2 o'clock in the morning the last team had crossed, and the last rider swam the river. Then the Winfield men cut the rope The curses and remonstrances of those left behind availed nothing. The Winfield men only laughed derisively, and, immediately harnessing their teams, moved on in the race for Oklahoma

Captain Hays, of the 5th Cavalry, hearing of this, dispatched Lieutenant Foster and a company of men to head the selfish growd of hoomers off at a point called Red Rock. They rode at breakneck speed through the night to the railway station at Ponco, and there boarded the with their horses. The railroad crosses river at a point eight miles below Ponco, and there the troops arrived long before the Winfield men had made their appearance. In the meantime Captain Hays had telegraphed to the officials of the Santa Fe road for permission to use the bridge crossing the Salt Fork in the Ponco reservation and obtained it. All night his men aided by volunteers among the boomers laid planks across the bridge, hastily obtained by tearing away the platform of th freight depot at Ponco six miles away. At 8 o'clock in the morning the first wagon crossed dragged by willing hands, the horses being led behind. A few forced their way through th crowd and part of the line was ordered to return to the rear. Captain Hays was inexorable, and smidst the laughter of the other boomers, the men were compelled to recross the bridge. the other side a rough road was thrown up to the steep embankment of the track, and the wagons were let down, the tongues manned by volunteers half a dozen keeping hold of the wheels, others hanging on behind. Horses, mules and stock were led over the bridge. They were immediately hitched to the wagons and off they started, each wagon was assessed twenty-five cents for crossing, the money thus collected being intended t defray the expenses of the timber and to reward the men who had worked hard all night to fit up the bridge. The railroad charged nothing for the use of the bridge, though the damage to it mest have been considerable.

At first the crossing was slow work. After the first hour, however, things went more smoothly. and soon wagons were crossing at the rate of seventy-five an hour. All day long they were at work, interrupted now and then by a passing train Few accidents occurred, none of them of a serious nature. By night the last team had crossed.

There was another point at which a number of boomers attempted to cross by fording the stream. They had to wait some hours before the river fell sufficiently, and the crossing was not without danger. On the other hand, by talring this route they saved some fifteen of travel probably. Wagons disappeared to their canvas in the stream; the heads and tails of mules and horses swimming across were all that was visible of them. There was here and there a narrow escape. The utmost good humor pre-

vailed, and each assisted the other.

Reports received here are that the entire north ern line of Oklahoma is guarded by troops, and that it will be impossible for the boomers to cross without being instantly detected and driven back. The bridges of the railroad, too, are guarded by soldiers, and there seems to be no danger that the boomers will attempt to interfere with the running of the trains on Monday. For the present the fear of the boomers who comfrom the North that the Purcell crowd will get the advantage of them by reason of the difficulty they have experienced in the crossing of the swollen streams is alleged. The next trial that awaits the wagon-trains is Bear Creek, which is swollen as much probably as the Salt Fork. It is about ten miles below this point.

NO LIQUOR TO BE SOLD IN OKLAHOMA. THE LAW OF THE INDIAN TERRITORY TO BE STRICTLY ENFORCED-ASKING A LARGER SITE FOR GUTHRIE.

Arkansas City, Kan., April 20.-Marshals Jones, o Kansas, and Needles, of the Indian Territory, who are in authority over the Indian Territory and Oklahoma. were in this city to-day and announced that they had instructed their deputies to confiscate all liquors tnto the Territory. Those instructions are based on a ruling of the Attorney-General that Oklahoma is within the limits of the Indian Territory, and that laws pertaining to the sale of intoxicating liquors wihin the pertaining to the sale of infoxesting iquors while the Territory apply to the new lands. As it is im-possible to get the liquor into Okla-homa without passing through the Terri-tory, and as the laws against bringing liquor into any part of the Indian Territory are strict, the ilquorsellers who think of going into the territory will save themselves much expense and trouble by abandoning their purpose. Eight companies of infantry and four of cavalry are in the Territory to assist in enforcing the laws. A meeting here to-day adopted the folthe Interior:

the Interior:

To the President of the United States and to the Secretary of the Interior, Washington, D. C.

The undersigned, by authority of a meeting of about 1.000 persons intending in good faith to become clizens of the proposed city of Guthrie. In dian Territory, respectfully show that it is conservatively estimated that by the 22d inst., there will be ever 5.000, possibly 6.000 persons, to become clizens of the said Guthrie; that the reservation of only 320 acres for a townsite for said city is totally inadequate, giving a lot of 4,200 square feet to less than one-half of said persons; that under Section 2,389, Revised Statutes of the United States (though not applying), this number of persons would be entitled to 3,560 acres. We therefore respectfully petition in behalf of said persons, as the only way which suggests itself to said meeting, to meet the exigencies of the case, that the Honorable Secretary may permit the entry of four conliguous townsites of 320 acres each, and that they be reserved to be named respectively Guthrie, North Guthrie, South Guthrie and East Guthrie, which would give to said citizens only one-half the land to when they would be entitled under said section 2,382.

Washington, April 90.—Secretary Windom has directed a suspension of the order issued by the Commissioner of Internal Revenue, sutherizing the sale of special-tax stamps to wholesale and retail fuquer dealers to engage in business in Otlahoms. The Secretary's decision is based on the opinion that it would be impossible to get liquor into Otlahoms without crossing some portion of the Indian country.

Chicago, April 20.—A special train will leave the city at 11:30 to-night on the Santa Fe road, having on board about 250 colonists for Oklahoma. They represent two colonies. One is the Chicago Oklahoma Colony, the other the Chicago Oklahoma Settlers' As-

will be well armed and supplied with an abundance of tents and provisions. Material for nearly 1,000 dwellings and business houses has been shipped from this city.

BOOMERS WHO AVOID THE MAIN TRAILS. Kansas City, Mo., April 20 .- A dispatch to Star" from Arkansas City, says that it has been estiwill have made an illegal entrance into Okiahoma strike west of the Reno trail, ford the Cimarron River and, enter the western portion of the territory.

The telegraph company is preparing for a tremendo days' business on Monday. It has been estimated that there will be 100,000 words of special dispatches from Oklahoma on the day of the opening.

Washington, April 20.-In accordance with the commendation of Secretary Noble, the President today issued a proclamation relinquishing the present tract of ground reserved by his former proclamation in Oklahoma for Government purposes and taking another tract—an acre—more suitable for the uses intended.

TO BUILD A POSTOFFICE IN OKLAHOMA. Washington, April 20.-Postmaster-General Wana naker has received permission from the Secretary of War for G. A. Biedler, postmaster at Oklahoma, to orect a postoffice building at that point in advance of the date fixed by the President for the formal opening

STAGE ROBBERY NEAR THE BORDER. Fort Smith, Ark., April 20 .- A rumer was received here this morning, that the stage running between agoza and Walker, on the southern border of Oklahoma, and on the bank of the Canadian River, had been robbed late Thursday night. The driver jumped nto the river after being shot through the arm and swam across. He walked to AWalnut Creeks and stated that his passengers, consisting of two men and a boy, were in the hands of robbers and the ceach had been burned.

ACTIVE MEASURES TO PRESERVE THE PEACE Washington, April 20 .- The following telegram has en received at the War Department:

Washington, D. C.

The following telegram, dated yesterday at Oklahoma Station, is respectfully forwarded:

Have just arrived at this station; found everything quiet, and am flaking such disposition as will maintain peace on and after the 22d. The means of communication on railroad wire are inadequate even for railroad travel. Communications, in order to certainly reach me, should be wired through Woodward to Fort Reno, with which post I am making arrangements to establish a line of carriers. Will telegraph later as I receive information.

W. MERRITT, Brigatier-General.

GEORGE CROOK, Major-General Commanding.

MURAT HALSTEAD SERIOUSLY ILL.

YMPTOMS OF A DANGEROUS AFFECTION OF THE HEART-APPARENTLY SOMEWART BET-TER LAST NIGHT.

Cincinnati, April 20 (Special).-Murat Halstead has een confined to his home for eighteen days with a crious attack of rheumatism. Ten days ago he was far improved that, with the aid of his stenographer e cleared up a large amount of his delayed correspondence which was very heavy, and in so doing, it believed that he overworked himself, bringing on a relapse. His condition on Saturday, Sunday and Monday last was regarded as critical by his attending physician, Dr. C. G. Comegy's. On Tuesday Wednesday there was Httle change in his condition, but on Thursday- and it the carly hours of yesterday there was a decided hange for the better, and he began formulating plans for a trip to the seaside for rest and recuperation oward night, however, he took a turn for the worse, here being indications of heart trouble, and Dr. J . Whittaker was called in consultation, Dr. Whitaker pronounced his condition grave, an opinion in which Dr. Comegys coincided, and upon their advice Mrs. Halstead, who was in Berlin visiting her daughters who were at school there, was requested by cable to return home. Other relatives were informed of his then serious peril. To-day, flowever, he was somewhat better. Dr. Comegys, at a late our to-night, informed a Tribune correspondent tha while he considered Mr. Halstead's condition grave, he was certainly better than yesterday. There had been no return of the heart trouble, from which the greatest langer had been anticipated.

St. Louis, April 20.-Mrs. H. E. Vanname, of this only, who is a sistor of Mrs. Murat Halstead, wife of the Editor of "The Cincinnati Commercial Gazette," received a dispatch from Cincinnati last night stating that Mr. Halstead is dangerously ill. Mrs. Vanname left here for Cincinnati this morning.

PATING OUT LIGHT GOLD BY MISTARE:

Chicago, April 20 (Special).—What is now called a blunder by some attache" of the First National Bank caused the officers of the Chicago and Eastern Illinots Railroad to make a sudden call upon Vice morning. The railroad company received \$30,000 om the bank in the early part of the week to pay off their employes, and in the cash there are a large quantity of light gold. The coin had at the bank as bullion, had been at a letter "L," which signified that it and and should have been sent to the labourement; paratory to being shipped to Wass ngton. By mistake one or more bags of the light ofth handed over to A. S. Cullum, paymaster of the East. Illinois, and now the employes at Danville, ill., and at other places along the route are being heard from at other places along the route are being heard from. The pieces of gold were turned out all right from the United States Mint, but from long use they have become light, and as they were marked with an extermely large "L," those who received the currency were unable to get full value for it. The bank officials assured the railroad people that good coin would be exchanged for the marked pieces. Mr. Cultum telegraphed to all his agents to take up the light coin as fast as presented.

STATE CONSTITUTIONAL CASES DECEDED! Indianapolis, April 20 (Special).-The Indiana Supreme Court to-day decided two of the important constitutional cases which recently brought the Gover-ner and Legislators into conflict; one involving the right of the General Assembly to exects a Supreme Court Commission, and the other relatings to the validity of the Legislature's action in electing trustees of the State Insane Hospital. The Gerérinor figured in the cases as the plaintiff. The Court sustained him in his position to the Sagrome Court Commission, holding that the act cregging the commission was uterly void, on the ground that it was contrary to the constitution. The election of the Insane Hospital trustees by the Legislature, however, was decided valid for special reasons, without a ruling being made upon the question as to whether or not a Legislature can assume the executive authority to appoint to office. alidity of the Legislature's action in electing trustees

St. Paul, April 20 (Special).—The farmers of Minnesota are threatened with another grasshopper pesti-The scourge has appeared in Otter County and the State authorities have set about wiping it out as was done last year. The first thing done will be to plough the land wherever the eggs are found. It is estimated that there are about 5,000 acres or the Perham prairie which will require this treatment. The eggs are found only in pasture land and timothy The eggs are found only in pasture land and timothy fields and it is hoped that by ploughing they can be killed off. Last year nothing was done until the insects were habited, when a reward of \$1 a bushel was paid for fatching them and in this way over 17,000 bushels were caught. The Cletherall Prairio, which is about thirty miles this side of Perham and was affileted last year, will also be ploughed and treated in the same way as the fields at Perham.

BRINGING THE INJURED HOME PROM SAMOAL San Francisco, April 20.—The steamer Umatilla prived here this morning, eight days from Honolulu. having on board Lieutenant Louis Ripley, and twentynine injured men of the United States steamer Vandalia and Trenton. The men were left at Honolulu Vandalia and Probotic by the steamship Alameda, which arrived here last week. They were transferred to the heapital at Mare Island Navy Yard this afternoon.

TO REPLACE STRIKING STEELWORKERS, Pittsburg, April 20 (Special).-The employes of the Bessemer Steel Company's works at Duquesne, about 1,000 in number, quit work to-day and demanded an 1,000 in number, quit work to-day and demanded an advance in wages to the scale paid by Andrew Carnegie at his Braddock mill. Duquesne is about twelve miles up the Monongahela Biver, and when a reporter visited the place to-night he found is in a state of

PRICE FIVE CENTS. THE FIRE STILL BURNS.

IMMENSE DESTRUCTION IN A BRIEF PERIOD.

CHAUNCEY M. DEPEW ESTIMATES THE TOTAL LOSS AT ABOUT \$3,000,000-SCENES ABOUND THE SMOKING RUINS - INSURANCE! Chauncey M. Depew, president of the New-York

Central Railroad, said yesterday that the total loss by the great fire of Friday night, which swept along the North River front from Fifty-ninth to Sixty-fifth sts., would not fall far short of three millions of dollars. Of this vast sum nearly one half, or about \$1,400,000 would fall upon the New-York Central. But more than \$200,000 of this represented property destroyed which had been practically useless to the company and need not be replaced. When the two big elevator were built, it was expected that the stee would go right up to them to load and unload They did not do so, however. The old practice of loading from the boats has not been changed. Consequently, one elevator was and will be sufficient to answer all demands, and only one will be rebuilt. The foundations of this structure cost as much as the building itself, being sunk a hun dred feet in the mud and sand, and as they are intact, the company will be able quickly to re-build it, the piers, the storehouses, and in fact put things in as good condition as before the fire for about half a million dollars. As this halfmillion dollars' loss is covered by insurance, the actual loss to the company is chiefly on freight for which it is responsible. This will be about \$300,000.

" Our insurance," said Mr. Depew, " is distributed among a large number of companies. It amounts, I think, to about \$580,000. Our real loss is that on freight and property for which we are responsible, and that we estimate at about \$300,000. This represents the full extent of our real loss. The three covered piers for westbound business were saved. The eastbound grain business we can do as before, on the West Shore road in floats, and the traffic in outside grain we have warehouses to take care of properly. It will be a temporary return to old methods, involving, of course, some delay and inconvenience, but not so great as at first supposed. Work of rebuildin Lone elevator will be begun as soon as we can get

BUSY DESOLATION.

To call it a scene of busy desolation would not be an altogether inappropriate description of the area covered by the great fire as it appeared yesterday afternoon. Desolation ce tainly was pictured there in the smouldering ruins of the great structures which had towered far up above the waterfront, and the absence of railway cars from the lower portion of the yard

far up above the waterfront, and the absence of allway cars from the lower portion of the yard intensified the general impression. Yet a great deal of hard work was being done, and the firemen were not the only workers, as the railroad company already had large gangs of men busy wherever they could be used to advantage. The firemen never relaxed their efforts at allone engine, No. 23, which had been the first to arrive, being still on duty twenty-four hours later, although a new crew had been supplied about noon. Battalion Chief Gicquel was also on duty until nightfall, not having been able so much as to get his boots off since he had arrived at the scene on the evening before. Half a dozen engines were kept at work most of the day yesterday, but at night the force was reduced to two big battalion engines capable of throwing four heavy streams each. These threw streams all night upon the lard refining and the storage warehouse, but with little apparent effect. A considerable quantity of lard had been stored in the basement of the refinery, and although partially smothered under the debris of the fallen walls, floors, and machinery, it burned flercely all day. The great mass of combustible material in the storage-house also kept burning, giving out intense heat that kept the firemen at a distance, although there was not in general much flame.

Firemen were stationed on the roof of Eastman's sheep-house, which extends clear from Fifty-ninth-st. to Sixtieth-st., and faces the ruins of both the refinery and the storage-house. Eastman's immense building is now in little danger, but the fire in the storage-house will probably not be extinguished for some days to come, and Chief Gicquel advised the insurance men to have the windows in the west wall of the sheep-house covered with screens. The firemen also played upon the ruins of Pler C, at the foot of Fity-ninth-st., and of Pier D, which is about opposite Sixty-fith-st., and of Pier D, which is about opposite Sixty-fith-st., and of Pier D, which is about opposite Six

upon the ruins of Pier C, at the took of Piets, ninth-st, and of Pier D, which is about opposite Sixty-fifth-st, and was the last structure burned. The only visible sign of the iron superstructure on the two piers were a few corrugated plate which had been twisted into fantastic shapes, and which had been twisted into interests along the to a large extent not only had the plank floor been burned away, but the piles had even been consumed to the water's edge. This was notably true at Pier D, where the flames came up through the floor after the firemen thought they had saved the structure by drenching the roof and sides.

HOW THE RUINS LOOK.

The fireboats William F. Havemeyer and John Fuller also threw water on these piers, but they gave their chief attention to the ruins of the elevators, which could not be conveniently reached by the engines. Not much water was needed at Elevator B, however, for that had been built

at Elevator B, however, for that had been buils on huge stone piers out of the water, and as there had not been much grain there, the ruins did not rise many feet above high water. The building itself had disappeared entirely from view, leaving the tops of the piers bars. The ruins of Elevator A, however, were still luminous and hot from the slow combustion of the 100,000 bushels of grain or more stored there, while a large quantity of coal in the engine-house was slowly burning. The tall brick smokestacks and wrecked engine-houses of the two elevators now tower high above the ruins of the majestic structures, beside which they formerly seemed so insignificant.

The firemen have been too busy as yet to tear down any of the shattered walls that are still standing, but the two great smokestacks are apparently not injured in the least. Over at the storage warehouse and refinery also smothered, rumbling explosions gave occasional warming to the firemen that it would not be wise for them to venture too near. The fire will now probably, be allowed simply to burn itself out, but the firemen will remain at hand to see that no further men will remain at hand to see that no further may be carried about by high winds. One exclose incident of the work yesterday was the removal on a flat car of three fire-engines that had been penned in the yard all day. They had got into the yard from Fifty-ninth-st. before the refinery collapsed, and were afterward unable to get out that way.

The railroad people were also busy, one of their the refired proved on a large quantity.

the yard from Fifty-ninth-st. before the rennery collapsed, and were afterward unable to get out that way.

The railroad people were also busy, one of their chief cares being the removal of a large quantity of flour that had been more or less damaged by of flour that had been more or less damaged by water. A veritable flood had been poured into the freight-house on Pier E when that structure was so sorely pressed by the flames that were consuming Pier D. The flour was all got to a dry place yesterday, but the extent of the damage was not known. The railread also had to lay new rails in place of those that had been twisted all out of shape by the heat, and they took advantage of the emptiness of the yard to replace a large number of rotten ties. The most singular display of energy, however, was in the removal of many carloads of brick from the ruins of Elevator A, evidently in anticipation of prompt rebuilding. A long train was runalongside the rains, and the men picked up the bricks from the very edge of the piles of burning grain. About the docks equal vigilance was observed, and some things of value were recovered, including a number of bales of cotton that had been floating amid the seum and wreckage. But few of the employes of the New-York Central will lose work through the fice, none, in fact, except those who worked in the elevators. Perhaps 200 men, however, will be thrown out of work through the burning of the refinery and the storage house.

Crowds continued to flock to the seene of the

work through the burning of the refinery and the storage house.

Crowds continued to flock to the scene of the fire yesterday, and at times the biuff east of the reliway tracks was black with the people, as on Friday night. They were not permitted to get near the actual ruins, through a detail of fifty policemen under Captain Killiles being present to preserve order. Photographers as well as reporters were admitted, however, and the pictures papers and news.stands will soon show the result of their labors.

A bulletin posted on the Produce Exchange yesterday gave a statement that had been put out by the New-York Central and Hadson Hiver Eslication of the Indian five Indian in Elevator A is given as follows: Whats. 314,286 50; corn. \$25,478 52; cats. \$24,738 24 and rye. \$13,858 43. In Flevator B the amount is given as follows: Corn. \$150 10; barkey.